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THIS IS UNEVALUATED INFORMATION

1. [redacted] the GDR Ministry of Traffic [redacted] railroad construction projects are scheduled to be undertaken in connection with coal mining activities in the Hoyerswerda - Serebnaya area: 50X1
- a. Construction of a rail link between the Forst - Weisswasser and the Hoyerswerda - Bautzen railroad lines; the rail link is to run via Schoenheide and Tiegling. 50X1
  - b. Construction of a rail link between the Berlin - Goerlitz and the Hoyerswerda - Bautzen railroad lines via Gross Lufe, Tuerkendorf and Graustein.
  - c. Construction of a railroad line between Neuhausen and Weisswasser via Kasel, Hornow, Neuthen and Falbendorf in connection with the planned exploitation of the Buzenz coal deposits. 50X1

During the first construction stage, a railroad line will be built to the Schwarze Pumpe Coke Combine. Construction work on the new line was scheduled to be started in August 1955 and to be completed by December 1956. The line has been designed for steam operations. The Hoyerswerda - Knappenrode section of the Horka - Hohenbocka railroad line will be double-tracked in order to increase the carrying capacity of this line, which at present is 70 trains per day. An additional 30 freight trains and 12 to 18 passenger and commuter trains are scheduled to operate on this line mainly in connection with the enlargement of the Schwarze Pumpe Coke Combine.

A railroad embankment wide enough for 2 tracks is under construction between Knappenrode and the Schwarze Pumpe Coke Combine. Only one track will be laid for the time being. The over-all project envisages the construction of a through railroad line between Forst and Bautzen. The maximum grade on this line is not to exceed a ratio of 1:100, while curves with a radius smaller than 200 meters are not to be tolerated. Grade I ballast will be utilized for the line, which will be built on the specification for main railroad lines. The load capacity of railroad bridges has been calculated for the S-10 type trains.

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The Knappenroda - Schwarze Pumpe railroad line will be provided with a passenger station at Schwarze Pumpe (6 platforms), a railroad stop at Schwarze Pumpe, a transfer station at Schwarze Pumpe, and a crossing point between Schwarze Pumpe and Knappenroda. For the time being, the Schwarze Pumpe transfer station will be equipped with 5 tracks each of a freight train's length, a classification track, and 2 transfer tracks each 500 meters long.  
The Hoyerswerda and Knappenroda railroad station are being enlarged considerably.

- 2. The construction site for the building of the Hoyerswerda - Schwarze Pumpe railroad line was being prepared between 22 and 27 July 1955. Construction will be undertaken by the "Reichsbahn Bau Union Dresden". Construction workers will be accommodated north of the Knappenroda railroad station.
- 3. Between 21 and 25 July 1955, it was observed that construction work on the Lietzow - Glowe railroad line was suspended. After performing repair work on the Bergen - Binz railroad line, the mobile construction shop was withdrawn. Construction work on the line mentioned was allegedly stopped because of a shortage of rails.
- 4. Prior to 13 July, there was no change in the status of the railroad over the Neisse River at Goerlitz. Construction work on the track leading to the customs shed had been discontinued. Work on the track way bridge continued (Gleisstrueckenweg)(sic).
- 5. [redacted] the Ministry of Traffic [redacted] construction projects are scheduled to be undertaken in 1957 in connection with the railroad electrification program.

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Project	Beginning and Total Cost		Remarks
	End of Construction Work	of Project (in 1,000 DEM)	
a. 63 kilometers of overhead lines and track construction work on the Leipzig - Bitterfeld railroad line	1956 - 1957	25,275	of which 20,775 to be spent in 1957
b. Construction of overhead lines at the Dessau RAW	1957	36	
c. Switching points at Bitterfeld	1956 - 1957	772	of which 562 to be spent in 1957
d. 15 K/V transmission line from Muldenstein to Bitterfeld	1957	680	

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- e. Enlargement of the Muldenstein railroad power station 1957 156
- f. Enlargement of the Dessau - Rosslau Bw 1957 65
- g. Enlargement of the Dessau - Rosslau Bw 1957 16
- h. Enlargement of the Bitterfeld Bw 1957 158
- i. Enlargement of the Leipzig Bw 1957 275
- k. Dessau overhead line maintenance station 1956 - 1957 710 of which 410 to be spent in 1957
- l. Bitterfeld overhead maintenance point 1956 - 1957 2,240 of which 1,480 to be spent in 1957
- m. Leipzig overhead maintenance point 1956 - 1957 2,500 of which 1,900 to be spent in 1957

6. In late July, work on the enlargement of the freight station at Horka was started. The sum allocated for construction work in 1955 was cut from 3,000,000 to 1,000,000 DEM. Construction projects scheduled to be started prior to 30 September 1955 include the construction of 2 new tracks south of the railroad station, shortening of the hump by 50 meters in order to make possible the use of tracks No 1 and 2, enlargement of the dispatch station, and modernization of the interlocking plant.

1. Comment. Information on the construction of the railroad line between Hoyerswerda and Schwarze Pumpe was transmitted previously. The construction project is connected with brown coal mining activities in the Hoyerswerda area. For construction plans and layout plan see Annexes 1 and 2. 50X1
2. Comment. A railroad line between Lietzow and Glowe on Ruegen Island had already been built in connection with the "Jasmunder Bodden" project in 1953. Subsequently, the railroad line was again dismantled. Plans were made to rebuild the line in the spring of 1955. It appears that the execution of this project was again postponed. 50X1
3. Comment. It appears that repair work on the damaged piers of the reconstructed railroad viaduct has been suspended. 50X1

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4. Comment. Railroad lines in central Germany are scheduled to be reelectrified in the course of a construction program extending over several years.

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5. Comment. A sum of 2,500,000 DM had been earmarked for the enlargement of the Horka border station within the 1955 construction program of RBD Cottbus. Horka is of great importance for East German coal imports.

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